About the MKC Current Awareness Bulletin (CAB)

The aim of the MKC Current Awareness Bulletin (CAB) is to provide a digest of news and publications focusing on key subjects and themes related to the work of IMO. Each CAB issue presents headlines from the previous month. For copyright reasons, the Current Awareness Bulletin (CAB) contains brief excerpts only. Links to the complete articles or abstracts on publishers’ sites are included, although access may require payment or subscription.

The MKC Current Awareness Bulletin is disseminated monthly and issues from the current and the past years are free to download from this page.

Email us if you would like to receive email notification when the most recent Current Awareness Bulletin is available to be downloaded.

The Current Awareness Bulletin (CAB) is published by the Maritime Knowledge Centre and is not an official IMO publication. Inclusion does not imply any endorsement by IMO.

Table of Contents

IMO NEWS & EVENTS .................................................................................................................. 2
UNITED NATIONS ...................................................................................................................... 3
CASUALTIES ............................................................................................................................... 5
ENVIRONMENT ......................................................................................................................... 6
ENVIRONMENTAL POLLUTION ............................................................................................. 7
HEALTH & SAFETY ................................................................................................................... 8
IMO ............................................................................................................................................ 9
LAW & POLICY ......................................................................................................................... 15
MARINE TECHNOLOGY ........................................................................................................... 22
MARITIME EDUCATION & TRAINING .................................................................................. 24
MARITIME SAFETY ................................................................................................................... 26
MARITIME SECURITY ............................................................................................................... 26
MIGRANTS ................................................................................................................................... 27
NAVIGATION & COMMUNICATIONS ..................................................................................... 28
PORT STATE CONTROL ........................................................................................................... 31
PORTS & HARBOURS ............................................................................................................... 31
REGULATIONS .......................................................................................................................... 33
SALVAGE ................................................................................................................................. 35
SEAFARERS ............................................................................................................................... 35
SEARCH & RESCUE .................................................................................................................. 38
SHIP RECYCLING ..................................................................................................................... 39
SHIPBUILDING & SHIPREPAIR ............................................................................................. 39
SHIPPING ................................................................................................................................. 39
RESEARCH ............................................................................................................................... 48
IMO NEWS & EVENTS

WHAT’S NEW

IMO progress on revised GHG strategy, Mediterranean ECA adopted

The Marine Environment Protection Committee (MEPC 79) of the International Maritime organization (IMO) has made progress towards revising the Initial IMO GHG Strategy, working towards adopting a strengthened revised Strategy in mid-2023 at MEPC 80.

"I note and welcome the progress made on these matters. It cannot be stressed enough how crucial it is that we keep the momentum and deliver an ambitious and fair, revised IMO GHG Strategy at MEPC 80 next year," said IMO Secretary-General Kitack Lim, at the close of the MEPC 79 session, which met 12-16 December at IMO Headquarters in London. More...

Intersessional Working Group on Reduction of GHG Emissions from Ships (ISWG-GHG 13), 5-9 December 2022

The Intersessional Working Group on Reduction of GHG Emissions from Ships (ISWG-GHG 13), meeting ahead of the Marine Environment Protection Committee (MEPC 79), finalized the Revised procedure for assessing impacts on States of candidate measures to be applied to mid- and long-term measures.

The procedure for assessing impacts on States of candidate IMO GHG reduction measures identifies what should be included in the different steps in the procedure, including possible impacts on the world fleet and how this may impact States, including developing countries, in particular small islands developing States (SIDS) and least developed countries (LDCs). The procedure also specifies the respective roles of the proponent of a measure and of the Committee, without prejudging the substance of any future impact assessment. This revised procedure providing clarifications on the process and methodologies for the conduct of comprehensive impact assessments will be submitted for the MEPC 79 approval and will update MEPC.1/Circ.885. More...

MEETING SUMMARIES AND SCHEDULE

Previous Meetings

Intersessional Working Group on Reduction of GHG Emissions from Ships (ISWG-GHG 13) 5 – 9 December 2022

Marine Environment Protection Committee (MEPC 79) 12 – 16 December 2022

Forthcoming Meetings

Sub-Committee on Ship Design and Construction (SDC 9) 23 – 27 January 2023

Programme of Meetings for 2023
Rising inflation, falling wages threaten increased poverty and unrest: ILO. *UN News.*

Legacy of slavery still scars society, blocks progress says UN chief. *UN News.*
1 December 2022. Available from: [https://news.un.org/en/story/2022/12/1131272](https://news.un.org/en/story/2022/12/1131272). In a message ahead of commemorations for the International Day for the Abolition of Slavery, on 2 December, Mr. Guterres said that societies remain scarred by the historical suffering of enslaved Africans, and are unable to offer everyone the same development opportunities.

Conflicts and insecurity remain ‘major bottlenecks’ to achieving UN global goals. *UN News.*

UN chief urges governments and business to step up action to protect nature. *UN News.*
7 December 2022. Available from: [https://news.un.org/en/story/2022/12/1131482](https://news.un.org/en/story/2022/12/1131482). The UN chief was speaking on the sidelines of the conference, which is expected to set new goals for nature over the next decade.

With ocean in ‘dire straits’, Law of the Sea more relevant than ever. *UN News.*


**CASUALTIES**


MoEI, International Group of Protection and Indemnity Clubs collaborate to reduce maritime accidents. Tariq Al Fahaam and Muhammad Aamir. *Emirates News Agency (UAE).* 8 December 2022. Available from: [https://www.wam.ae/en/details/1395303109829](https://www.wam.ae/en/details/1395303109829) The UAE Ministry of Energy and Infrastructure (MoEI) and the International Group of Protection and Indemnity Clubs (IGP&I) have signed a Memorandum of Understanding (MoU) to provide a prompt and efficient response to serious maritime incidents or accidents and for the possible removal of the wreckage caused by the mishap.


The final voyage of the *Gulf Livestock 1*: Why did a live export ship sail into Typhoon Maysak? Alison McClymont and Dan Harrison. *ABC (Australia).* 10 December 2022. Available from: https://www.abc.net.au/news/2022-12-11/why-did-gulf-livestock-1-sail-into-typhoon-maysak/101739560. An ABC investigation can reveal the owner of a ship that sank in a typhoon two years ago, killing 41 people, had repeated safety concerns flagged by maritime authorities and may have been operating while insolvent, according to auditors.

Collision between the cargo ship ‘*Edmy*’ and the fishing vessel ‘*Tornado*’ outside Langesund on 4 October 2022. *Norwegian Safety Investigation Authority.* 14 December 2022. Available from: https://www.nsia.no/Marine/Published-reports/2022-12. The collision between the 118-metre-long cargo ship ‘*MS Edmy*’ and the fishing vessel ‘*MS Tornado*’ in Langesundsbukta bay resulted in significant material damage to the fishing vessel. **Report Marine 2022/12**


**ENVIROMENT**


Still no major progress toward ‘peace pact with nature’ at COP15. *EurActiv.* 13 December 2022. Available from: https://www.euractiv.com/section/energy-environment/news/still-no-major-progress-toward-peace-pact-with-nature-at-cop15. But half way into the COP15 biodiversity talks, there has been no major progress either on increased funding for conservation in developing nations, or towards a pledge to protect 30% of the world’s land and seas.


WMO releases ‘tell-tale signs’ of extreme weather conditions around the world. *UN News.* 23 December 2022. Available from: [https://news.un.org/en/story/2022/12/1131992](https://news.un.org/en/story/2022/12/1131992) The clear need to do much more to cut greenhouse gas emissions was again underscored throughout events in 2022, said the UN weather agency, advocating for strengthened climate change adaptation, including universal access to early warnings.


**ENVIRONMENTAL POLLUTION**

Record number of plastic nurdles found on beaches as environmental groups call for tougher laws. *Aisha Zahid. Sky News.* 3 December 2022. Available from: [https://bit.ly/3YO4TOU](https://bit.ly/3YO4TOU) More nurdles have been found on beaches than ever before as environmental groups call for legislation to class them as marine pollutants so they’re subject to stricter laws during handling and transportation.

“Green corridors” for cruise ships won’t be enough. *Anna Barford. Policy Options (Canada).* 5 December 2022. Available from: [https://policyoptions.irpp.org/magazines/december-2022/cruise-ships-pollution-regulation/](https://policyoptions.irpp.org/magazines/december-2022/cruise-ships-pollution-regulation/) The Alaska cruise season is all but over now for the year, but the pollution legacy of the massive ships that passed through B.C. waters remains.


Plastic pellet pollution can end through coordinated efforts, report shows. Jewel S. Cabrera. Mongabay. 21 December 2022. Available from: https://news.mongabay.com/2022/12/plastic-pellet-pollution-can-end-through-coordinated-efforts-report-shows The building blocks of almost all plastic items on the planet are little lentil-sized petrochemical-derived pellets, called nurdles, that are melted together and shaped to create larger plastic products.

Eight tonnes of ghost net retrieved from Queensland waters. Australian Maritime Safety Authority (AMSA). 23 December 2022. Available from: https://www.afma.gov.au/news-media/news/eight-tonnes-ghost-net-retrieved-queensland-waters Earlier this month, three large ghost nets were removed from Queensland waters between the Gulf of Carpentaria and the Torres Strait, in a joint operation by the Australian Fisheries Management Authority (AFMA) and Parks Australia.

Cargo from 2021 Zim Kingston spill still washing up on Island shores. Ashley Joannou. Times Colonist (Canada). 31 December 2022. Available from: https://www.timescolonist.com/islander/cargo-from-2021-zim-kingston-spill-still-washing-up-on-island-shores-6312376 When Jill Laviolette started picking debris off Cape Palmerston beach on Vancouver Island following the container spill from the MV Zim Kingston freighter, the inflatable dinosaur and unicorn toys she pulled from the sand looked nearly pristine.

HEALTH & SAFETY


China eases anti-covid measures for seafarers and port workers. Seatrade Maritime News. 9 December 2022. Available from: https://www.seatrade-maritime.com/regulation/china-eases-anti-covid-measures-seafarers-and-port-workers According to the latest guidance released by Ministry of Transport, crew members will not need to provide Covid-test to port operators before the vessel berthing at the port and will no longer need to prepare a negative Covid-test within two days or a health code.

IMO


Can MEPC79 fulfil the promise of COP27? Gavin Lipsith. Fathom.World. 4 December 2022. Available from: https://fathom.world/building-a-framework-for-fulfilling-the-promise-of-cop27/ If progress was slight at the latest UN Framework Convention on Climate Change (UNFCCC) Conference of Parties (COP), held in Sharm El-Sheikh last month, it was in stark contrast to the volume of commitments made by companies and countries at the vast fair that surrounds the core negotiations.

Global shipping groups see EU emissions deal as ‘OK’ compromise amid hope for IMO action. Eric Priante Martin. TradeWinds. 5 December 2022. Available from: https://www.tradewindsnews.com/regulation/global-shipping-groups-see-eu-emissions-deal-as-ok-compromise-amid-hope-forimo-action/2-1-1365913 Global shipowners’ groups responded with lukewarm acceptance to a deal among European Union institutions to require shipping to pay for their carbon under the bloc’s emissions trading rules.
All eyes are on the IMO as it revises its GHG strategy and levels of ambition, but investors urged to use the latest climate science to avoid risks of stranded assets. University Maritime Advisory Services (UMAS). 6 December 2022. Available from: https://bit.ly/3YMqKGk

The language of decarbonisation has been changing, and increasingly emphasises the need to act to avoid temperatures rising more than ‘1.5 [degrees]’ above pre-industrial temperatures, the temperature goal included in the Paris Agreement.

Aligning with 1.5 degrees: Managing the risks and opportunities for shipping and the companies in its value chain.

Shipping needs to align with 1.5 degrees, not the IMO, argues new report. Richard Meade. Lloyd’s List. 6 December 2022. Available from: https://lloydslist.maritimeintelligence.informa.com/LL1143265/ Aligning company strategy to the International Maritime Organization’s evolving climate targets is fundamentally flawed, according to a new study that urges shipping companies to plan against objective climate science rather than a movable political consensus.

Shipping shown way to align with 1.5°C without the help of the IMO. Sam Chambers. Splash 247.com. 7 December 2022. Available from: https://splash247.com/shipping-shown-way-to-align-with-1-5c-without-the-help-of-the-imo/ With the latest MEPC gathering days away from convening, shipping has been shown a way to meet its green goals without the help of the IMO.


Green Seas: The EU has put a price on shipping’s carbon. What will the IMO do? Eric Priante Martin. TradeWinds. 7 December 2022. Available from: https://www.tradewindsnews.com/regulation/green-seas-the-eu-has-put-a-price-on-shipping-s-carbon-what-will-the-imo-do-2-1-1366510 After deliberations over shipping’s decarbonisation shifted from the COP27 climate conference in Egypt to Brussels, where European Union officials agreed to put a price on the industry’s greenhouse gas emissions for the first time, the next stop is the International Maritime Organization in London.


IMO must send ‘strong and ambitious’ signal to cut carbon, says European Commission.

Carbon price breakthrough to raise up to $60bn is closer, says IMO’s Kitack Lim.

Throwing Down the Gauntlet: The European Challenge to IMO on Carbon Pricing.

ISWG GHG 13 at IMO: The optimist’s view.
Craig Eason. *Fathom.World*. 8 December 2022. Available from: https://fathom.world/ghg-talks-at-imo-the-optimists-view/ You may be excused for thinking that not a lot has come out of the intersessional meeting on greenhouse gases from shipping, that has taken place at the IMO, but what has happened could be significant in making what has to happen in the future, happen quicker.

ICS statement following the Intersessional Working Group on Reduction of GHG Emissions from Ships (ISWG-GHG), ahead of the Marine Environment Protection Committee (MEPC) 79.

IMO nations gravitate toward zero emissions amid ‘surprise’ support for strong 2030 targets.
Eric Priante Martin. *TradeWinds*. 9 December 2022. Available from: https://www.tradewindsnews.com/esg/imo-nations-gravitate-toward-zero-emissions-amid-surprise-support-for-strong-2030-targets/2-1-1371276 An IMO working group meeting closed on Friday with signals that most nations are gravitating toward ramping up decarbonisation targets to zero emissions by 2050, according to environmental and shipowning groups.

28 Countries Speak in Favour of 2050 Net Zero Target at IMO Working Group.

ISWG GHG 13 at IMO: The pessimist’s view.

The upcoming MEPC is a chance for the IMO to show strong leadership. Guy Platten. Lloyd’s List. 9 December 2022. Available from: https://lloydslist.maritimeintelligence.informa.com/LL1143306/ At COP26, global shipowners reiterated their commitment to reaching net zero carbon emissions by 2050.


MEPC 79: Slashing Black Carbon Emissions Would Cut Shipping’s Climate Impact This Decade. Clean Arctic Alliance. 12 December 2022. Available from: https://cleanarctic.org/2022/12/12/mepc-79-slashing-black-carbon-emissions-would-cut-shippings-climate-impact-this-decade/ As a meeting of the IMO Marine Environment Protection Committee opens today in London (MEPC 79), the Clean Arctic Alliance calls on IMO member states to urgently support regulation of black carbon emissions from international shipping north of 60 degrees North, in order to cut the pollutant’s impact on Arctic snow and ice.

Two major aspects needs addressing when IMO convenes this week. Daniel Logan. ShippingWatch. 12 December 2022. Available from: https://shippingwatch.com/regulation/article14683978.ece This week, IMO members meet up in the London-based headquarters to continue working on how global shipping is to live up to the Paris trajectories and the organization’s own climate ambitions.

MEPC 79: IMO Working Group Talks About Fuel Consumption Data, and Who Can See It. Barry Parker. gCaptain. 12 December 2022. Available from: https://gcaptain.com/mepc-79-imo-working-group-talks-about-fuel-consumption-data-and-who-can-see-it/ As explained in previous articles, the meeting is really a stop along the way towards a meeting next Spring (dubbed MEPC80) where the regulatory guideposts for the voyage to 2030, and beyond, will be agreed by the IMO.

Environmentalists Call for Action as IMO’s MEPC Meeting Starts. Maritime Executive. 12 December 2022. Available from: https://www.maritime-executive.com/article/environmentalists-call-for-action-as-imo-s-mepc-meeting-starts/ Delegates to the first day of the IMO’s Marine Environment Protection Committee arrived this morning at the UN agency’s London headquarters to be met by protestors as the week-long sessions began.


The lowdown on the 79th Marine Environment Protection Committee and why you should care. Onke Ngcuka. *Daily Maverick (South Africa).* 13 December 2022. Available from: https://www.dailymaverick.co.za/article/2022-12-13-the-lowdown-on-the-79th-marine-environment-protection-committee-and-why-you-should-care/ Another global climate conference is upon us; this time, global representatives are gathering to discuss how they can decarbonise the shipping industry while improving its safety measures, among other goals.


No support at IMO for ending Arctic heavy fuel oil ban exemptions. Michelle Wiese Bockmann. *Lloyd’s List.* 13 December 2022. Available from: https://lloydslist.maritimeintelligence.informa.com/LL1143351/ Green groups have failed to overturn regulatory exemptions to heavy oil fuel bans in Arctic waters that would see waivers issued to more than half of all ship traffic.

MEPC 79: Moving Ahead on GHG Reductions, Green Corridors and Onboard Carbon Capture. Barry Parker. *gCaptain.* 14 December 2022. Available from: https://gcaptain.com/mepc-79-moving-ahead-on-ghg-reductions-green-corridors-and-onboard-carbon-capture/ After extensive commentary and “interventions” from the delegations, a second “working group” on Green House Gasses (GHG) was established, with aim of continuing last week’s discussions on the subject.

Influential IMO members in pollution pushback on scrubbers and black carbon Arctic emissions. Michelle Wiese Bockmann. *Lloyd’s List.* 15 December 2022. Available from: https://lloydslist.maritimeintelligence.informa.com/LL1143364 Leading maritime countries and shipping lobby groups rejected calls for mandatory measures to lower black carbon emissions in the Arctic as well as ban the use of scrubbers on ships at a key International Maritime Organization meeting.


‘Finally happening’: IMO makes progress in teeing up historic carbon decisions in July. Eric Priante Martin. TradeWinds. 16 December 2022. Available from: https://www.tradewindsnews.com/esg/-finally-happening-imo-makes-progress-in-teeing-up-historic-carbon-decisions-in-july/2-1-1375781 Environmental groups and industry figures agreed that important progress was made to decarbonise shipping as two weeks of meetings at the International Maritime Organization came to a close.


Last week’s IMO meeting seen as a promising step forward. Niklas Krigslund. ShippingWatch. 19 December 2022. Available from: https://shippingwatch.com/regulation/article14737635.ece Last week’s meeting in the International Maritime Organization’s (IMO) was a step in the right direction towards more ambitious climate goals for the shipping sector, according to one consultancy firm.

Momentum grows towards 2050 zero carbon shipping target. Joe Lo. Climate Home News. 20 December 2022. Available from: https://www.climatechangenews.com/2022/12/20/momentum-grows-towards-2050-zero-carbon-shipping-target/ Momentum is growing behind calls to decarbonise global shipping, as several large emerging economies joined rich nations and climate vulnerable Pacific islands in backing a strong goal at the UN’s shipping body in London last week.


**LAW & POLICY**


Interceptions at sea and returns of migrants and refugees to Libya constitute a crime against humanity. European Center for Constitutional and Human Rights (ECCHR). 30 November 2022. Available from: https://www.ecchr.eu/en/press-release/das-abfangen-auf-see-von-gefluechteten-und-migranten-und-deren-ueckfuhrung-nach-libyen-sind-ein-verbrechen-gegen-die-menschlichkeit/ The European Center for Constitutional and Human Rights (ECCHR), with the support of Sea-Watch, has filed a Communication to the International Criminal Court (ICC) concerning the commission of crimes against humanity against migrants and refugees who have been intercepted at sea and systematically returned to and detained in Libya.

NGOs accuse Maltese PM, ex-PM of crimes against humanity at International Criminal Court. Alice Taylor. EurActiv. 2 December 2022. Available from: https://www.euractiv.com/section/politics/news/ngos-accuse-maltese-pm-ex-pm-of-crimes-against-humanity-at-international-criminal-court/ The European Centre for Constitutional and Human Rights and Sea-Watch has called for them to be investigated over their individual criminal responsibility for the pushback of irregular migrants to Libya and the consequences of such actions.


Maersk fires additional employees for harassment after internal investigation. Dag Holmstad. ShippingWatch. 2 December 2022. Available from: https://shippingwatch.com/regulation/article14648386.ece An internal investigation at Maersk following several harassment cases in the US has resulted in additional cases and dismissals of certain employees.


Intelligence and criminal blacklists are vital to tackling illegal wildlife trade on the high seas. Environmental Investigation Agency (EIA). 5 December 2022. Available from: https://bit.ly/3YJeYwE As you read this, millions of containers are being shipped all over the world and just a few of those will have illegal cargo on board, but the UN estimates that only about 1-2 per cent of all containers are ever checked.

Fight over Caribbean Sea territory returns to World Court. Molly Quell. Courthouse News Service. 5 December 2022. Available from: https://www.courthousenews.com/fight-over-caribbean-sea-territory-returns-to-world-court/ Nicaragua and Colombia returned to the U.N.’s top court on Monday for the latest round in what has been 20 years of litigation over the location of their maritime boundary.


Turkey refuses to relent on insurance demands as Bosporus tanker queue lengthens. Sam Chambers. Splash 247.com. 9 December 2022. Available from: https://splash247.com/turkey-refuses-to-relent-on-insurance-demands-as-bosporus-tanker-queue-lengthens/ Turkey will not stand down from its demand that tankers transiting the Bosporus and Dardanelles are inspected to check they are carrying insurance letters, a stance that has seen a backlog of ships growing in the eastern Mediterranean and the Black Sea over the last week.


Small islands seek UN sea court’s opinion on climate change. Associated Press. 12 December 2022. Available from: https://apnews.com/article/united-nations-antigua-and-barbuda-tuvalu-climate-environment-government-politics-9c132833ddc783240ad5e2d04a4516ad The International Tribunal for the Law of the Sea said Monday that small island states have asked it to provide an opinion on what impact a key U.N. treaty governing maritime activities has on efforts to curb climate change — guidance that could have far-reaching legal implications.


Watered down: why negotiators at Cop15 are barely mentioning the ocean. Chris Michael. The Guardian. 16 December 2022. Available from: https://www.theguardian.com/environment/2022/dec/16/negotiators-cop15-barely-mentioning-ocean. The ocean may cover 70% of the Earth’s surface and contain much of its animal life, but you might not get that impression from the UN discussions in Montreal to save global biodiversity, with some delegates fearing marine protections could be severely watered down or dropped entirely.

UK to continue global leadership on marine protection. UK Government. 16 December 2022. Available from: https://www.gov.uk/government/news/uk-to-continue-global-leadership-on-marine-protection. Environment Secretary Thérèse Coffey today urged more countries to join the more than 120 nations who already support the pledge to protect 30% of the world’s ocean by 2030.


International legal body agrees to hearings for opinion on climate justice for small states. Antigua Observer (Antigua and Barbuda). 18 December 2022. Available from: https://antiguaobserver.com/international-legal-body-agrees-to-hearings-for-opinion-on-climate-justice-for-small-states/ Antigua and Barbuda Prime Minister, Gaston Browne, has announced that the effort by a group of small island states to seek justice for damage, caused by the impact of Climate Change, has won another success.


Bill to combat maritime piracy gets through Lok Sabha. Yeshi Seli. New Indian Express. 20 December 2022. Available from: https://www.newindianexpress.com/nation/2022/dec/20/bill-to-combat-maritime-piracy-gets-throughlok-sabha-2529882.html The Anti-Maritime Piracy Bill, 2019, which was passed in the Lower House of the Parliament (Lok Sabha) on Monday, will provide legal aid to combat piracy in territorial waters as well as exclusive economic zones (EEZ) and high seas.


Braverman, Migrants, Refugees, and the Cruise Line Industry. A costly mistake waiting to happen? Human Rights at Sea (HRAS). 27 December 2022. Available from: https://www.humanrightsatsea.org/news/braverman-migrants-refugees-and-cruise-line-industry-costly-mistake-waiting-happen If you follow the UK press and current political positioning by the British Home Secretary Suella Braverman, it is reported that she “has not ruled out using disused cruise ships to house asylum seekers, saying ”everything is on the table”.


Draft amendment to Marine law to reduce carbon emissions. China Daily. 30 December 2022. Available from: https://www.chinadaily.com.cn/a/202212/30/WS63ae3c97a31057c47eba6f2d.html The country’s top legislature plans to include clauses on reducing carbon dioxide emissions in the shipping sector into the Marine Environment Protection Law, as it mulls a draft amendment.
MARINE TECHNOLOGY


Leadership of change. Frank Coles. *Splash 247.com*. 5 December 2022. Available from: https://splash247.com/leadership-of-change/ As someone who has always been a proponent of standardisation, the current state of affairs in maritime technology and solutions continues to be a source of weakness argues Frank Coles.


INTERVIEW: Time is Now to Consider Role of Direct Air Carbon Capture in Shipping Decarbonization Plans. Martyn Lasek. *Ship & Bunker*. 15 December 2022. Available from: https://shipandbunker.com/news/world/984236 Only a few years ago, many in the industry considered carbon capture to be an unknown, unproven technology that was unlikely to play any role in meeting the IMO 2030 and IMO 2050 targets.


Can UNCLOS scupper scrubbers? Craig Eason. Fathom World. 15 December 2022. Available from: https://fathom.world/can-unclos-scupper-scrubbers/ Despite thousands of vessels now having exhaust gas cleaning systems installed to comply with a global sulphur cap, green lobby groups have renewed their push to have the technology banned.


‘Batteries, hydrogen and pig gas: going greener is transforming offshore support vessels’. Recharge. 16 December 2022. Available from: https://bit.ly/3xDcvI6 Soaring demand for ships to serve sectors such as wind will mean OSVs tapping new technologies to meet ever stricter emissions standards, writes Wei Huang


Onboard CO2 capture has regulatory hurdles to overcome. Craig Eason. Fathom World. 16 December 2022. Available from: https://fathom.world/onboard-co2-capture-has-regulatory-hurdles-to-overcome/ Carbon capture, the ability to remove CO2 emissions from the point of emission and either store it, sequester it or even reuse it, has become a technology hope for many industries that are seen has hard to decarbonise.


Environmentalists to once again use drone to monitor pollution from ships in Baltic Sea. Baltic Times. 20 December 2022. Available from: https://www.baltictimes.com/environmentalists_to_once_again_use_drone_to_monitor_pollution_from_ships_in_baltic_sea/ Lithuania’s environmental protection officers will once again use a drone to monitor pollution from ships in the Baltic Sea, the Environmental Protection Department under the Lithuanian Ministry of Environment said on Tuesday.


It will take more than one new fuel if shipping is to reach climate goal by 2050. Kim Wiesener. *ShippingWatch*. 22 December 2022. Available from: [https://shippingwatch.com/regulation/article14749628.ece](https://shippingwatch.com/regulation/article14749628.ece). Until halfway through the next decade, shipping will have to operate with several different alternative fuel solutions.

**MARITIME EDUCATION & TRAINING**


UAE, Saudi Arabia sign MoU for mutual recognition of maritime training and certification of competency of seafarers. Lina Ibrahim and Muhammad Aamir. *Emirates News Agency (UAE)*. 6 December 2022. Available from: [http://wam.ae/en/details/1395303108917](http://wam.ae/en/details/1395303108917). In line with their shared vision to ensure the highest standards of maritime safety, and within the outcomes of the Saudi-Emirati Coordination Council, the UAE Ministry of Energy and Infrastructure (MOEI) and the Transport General Authority (TGA) in the Kingdom of Saudi Arabia signed a Memorandum of Understanding (MoU) for mutual recognition of maritime certificates issued in both countries.

IMarEST China Technology Centre opens in Ningbo, China. *Institute of Marine Engineering, Science and Technology (IMarEST)*. 6 December 2022. Available from: [https://www.imarest.org/policy-news/institute-news/6707](https://www.imarest.org/policy-news/institute-news/6707). The centre was opened with a ceremony at China-UK Maritime Service and Talents Development Cooperation Forum and coincided with the launch of a new partnership between IMarEST and Ningbo Lanzhi, a newly established company with the support from CANSI and other key stakeholders in China.


**MARITIME SAFETY**


**MARITIME SECURITY**


Migrants

UNHCR calls for support, solidarity amid rise in risky Andaman Sea crossings. United Nations High Commissioner for Refugees (UNHCR). 2 December 2022. Available from: https://www.unhcr.org/news/briefing/2022/12/6389bed04. UNHCR, the UN Refugee Agency, and humanitarian partners are observing a dramatic increase in the number of people attempting perilous crossings of the Andaman Sea this year.

Italy’s biggest trial against migrant rescue NGOs halted for third time amid lack of interpreters. Giulia Carbonaro. Euronews. 5 December 2022. Available from: https://www.euronews.com/2022/12/05/italys-biggest-trial-against-migrant-rescue-ngos-halted-for-third-time-amid-lack-of-interp Italy’s trial of migrant rescue NGOs involved in saving thousands of people from drowning between 2016 and 2017 is still struggling to make a start on, five years after it was initiated.


Italy set to take in over 500 migrants from rescue boats. Reuters. 9 December 2022. Available from: https://www.reuters.com/world/europe/italy-takes-ngo-ship-with-33-migrants-aboard-2022-12-09/Italy agreed on Friday to take in over 500 migrants from two rescue ships at sea off its coast after another vessel carrying 33 migrants had docked overnight on the southern Italian island of Lampedusa.


The burden on ships and crew of a world in turmoil – will it ever change? Marie Kelly. Gard. 22 December 2022. Available from: https://www.gard.no/web/articles?documentId=34688677 It is a fact of life now that due to turmoil in a number of countries migrants undertake perilous journeys in unsuitable vessels to try to claim asylum in Europe or find other means to build a life here.

Deadliest year for Rohingya at sea in years as 180 presumed drowned. Channel News Asia. 26 December 2022. Available from: https://www.channelnewsasia.com/asia/deadliest-year-rohingya-refugees-sea-boat-sinking-3168191 The possible sinking of a boat with 180 Rohingya Muslims on board will make 2022 one of the worst years for the community as refugees try to flee desperate conditions in camps in Bangladesh, the UN refugee agency told Reuters Dec 26.
NAVIGATION & COMMUNICATIONS


This is Big Brother: How the ‘dark’ fleet is being tracked from space. Paul Peachey. *Trade Winds*. 2 December 2022. Available from: [https://www.tradewindsnews.com/tankers/this-is-big-brother-how-the-dark-fleet-is-being-tracked-from-space/2-1-1361674](https://www.tradewindsnews.com/tankers/this-is-big-brother-how-the-dark-fleet-is-being-tracked-from-space/2-1-1361674) The first clue that an Indian-owned tanker was involved in secret trades came from tracking data that showed it had mysteriously jumped 4 km from its last known position.


Cargill Resumes Shipping Grain From Ukraine. *gCaptain*. 3 December 2022. Available from: [https://gcaptain.com/cargill-resumes-shipping-grain-from-ukraine/](https://gcaptain.com/cargill-resumes-shipping-grain-from-ukraine/) Cargill, the world’s top agricultural commodities trader, has started to export crops from this year’s harvest in war-torn Ukraine, a move that could help further ease global food prices.


**Factbox: Why are oil tankers stuck in Turkish waters?** Jonathan Saul. *Reuters.* 8 December 2022. Available from: [https://www.reuters.com/business/energy/why-are-oil-tankers-stuck-turkish-waters-2022-12-08/](https://www.reuters.com/business/energy/why-are-oil-tankers-stuck-turkish-waters-2022-12-08/) Turkey’s maritime authority said on Thursday it would continue to block the passage of oil tankers that don’t carry appropriate insurance letters, adding that insurance checks on ships in its waters were a “routine procedure”.

**France ramps up Channel migrant patrolling.** *BBC News.* 9 December 2022. Available from: [https://www.bbc.co.uk/news/world/europe-63912502](https://www.bbc.co.uk/news/world/europe-63912502) France says it is increasing the number of rescue boats in the English Channel to deal with the growing number of migrants trying to reach the UK.


**Exclusive: Odesa grain traders don’t plan to suspend grain exports.** Pavel Polityuk. *Reuters.* 11 December 2022. Available from: [https://www.reuters.com/world/europe/traders-dont-plan-suspend-grain-exports-odesa-after-russian-attacks-ukraine-2022-12-11/](https://www.reuters.com/world/europe/traders-dont-plan-suspend-grain-exports-odesa-after-russian-attacks-ukraine-2022-12-11/) The Ukrainian port of Odesa was not operating on Sunday after the latest Russian attack on the region’s energy system, Agriculture Minister Mykola Solsky said, but added that grains traders were not expected to suspend exports.

**Four oil tankers to pass Istanbul strait on Monday, maritime authority says.** *Reuters.* 11 December 2022. Available from: [https://www.reuters.com/business/energy/four-oil-tankers-pass-istanbul-strait-monday-maritime-authority-2022-12-11/](https://www.reuters.com/business/energy/four-oil-tankers-pass-istanbul-strait-monday-maritime-authority-2022-12-11/) Turkey’s maritime authority said on Sunday that four tankers, carrying some 475,000 tonnes of oil, had provided the necessary insurance letters according to regulations and would cross the Istanbul Strait on Dec. 12.

**Is US ready for more Arctic shipping?** John Gallagher. *FreightWaves.* 11 December 2022. Available from: [https://www.freightwaves.com/news/is-us-ready-for-more-arctic-shipping](https://www.freightwaves.com/news/is-us-ready-for-more-arctic-shipping) The ability of the U.S. to keep pace with the upward trend of shipping to, from and through the Arctic region is a growing concern and is exacerbated by a lack of assets being deployed in the region, according to the Government Accountability Office (GAO).


Turkish P&I cover issue resolved. *Gard.* 13 December 2022. Available from: https://www.gard.no/web/news/article?p_document_id=34624084 Following significant engagement between the International Group of P&I Clubs (IG) and the Government of Turkey, an agreement has been reached allowing ships carrying crude oil cargoes to continue their voyages through Turkish-controlled waters.


Ships travelling through Maltese waters to switch to cleaner fuels. *Times of Malta.* 17 December 2022. Available from: https://timesofmalta.com/articles/view/ships-travelling-maltese-waters-switch-cleaner-fuels.1002181 All ships sailing through the Mediterranean will be obliged to switch to cleaner fuels from May 1, 2025.


Tankers: West African waters evolve as tanker spoofing centre as ‘dark fleet’ increases in size and notoriety. Michelle Wiese Bockmann. *Lloyd’s List.* 19 December 2022. Available from: https://lloydslist.maritimeintelligence.informa.com/LL1143391/ Nothing illustrates the enormous upheaval to global tanker markets in 2022 better than the international waters off Angola, which have morphed into the world’s centre of spoofing for the so-called ‘dark fleet’ of tankers.


Germany: Oil spill shuts down key shipping lane. Roshni Majumdar. Deutsche Welle (Germany). 23 December 2022. Available from: https://www.dw.com/en/germany-oil-spill-shuts-down-key-shipping-lane/a-64193092 An oil spill has forced shut the Kiel Canal, an important shipping lane in northern Germany, until at least Saturday, officials said on Thursday evening.

PORT STATE CONTROL


Inspection challenges at Black Sea Grain Corridor. International Chamber of Shipping (ICS). 14 December 2022. Available from: https://www.ics-shipping.org/news-item/inspection-challenges-at-black-sea-grain-corridor/ The Black Sea Grain Initiative (‘the Initiative’) was recently extended by 120 days to 18 March 2023 under the original conditions, after all parties reached agreement.


PORTS & HARBOURS


Launch of ‘Switch to Zero’ campaign to reduce shipping industry carbon emissions. Port of Rotterdam. 5 December 2022. Available from: https://www.portofrotterdam.com/en/news-and-press-releases/launch-of-switch-to-zero-campaign-to-reduce-shipping-industry-carbon The Port of Rotterdam Authority and GoodShipping are conducting a joint campaign to inform companies of this concept so they can have part, or all of their sea freight transported via sustainable fuel.
The 2021 Suez Canal Obstruction Was a Masterclass in Climate Change’s Butterfly Effects. What Can We Learn from It? Gregory DL Morris. Risk & Insurance. 5 December 2022. Available from: https://riskandinsurance.com/the-2021-suez-canal-obstruction-was-a-masterclass-in-climate-changes-butterfly-effects-what-can-we-learn-from-it/ On November 20, the 27th Conference of the Parties to the United Nations Framework Convention on Climate Change (COP27), which took place in the Egyptian coastal city of Sharm el-Sheikh, concluded with a historic decision to establish a loss-and-damage fund to help vulnerable countries pay the looming costs of damage from climate change.


Port of Felixstowe: Workers accept pay deal after strikes. BBC News. 12 December 2022. Available from: https://www.bbc.co.uk/news/uk-england-suffolk-63952410 A pay deal has been reached with workers at the UK’s busiest container port following two walk-outs.


Antwerp-Bruges Port Authority and Port of Rotterdam Authority will make it mandatory to use a bunker measuring system (such as a Mass Flow Meter) on board bunker vessels to measure the exact amount of fuel delivered to sea-going vessels.

Shanghai Port Strives to Keep Global Trade Moving Despite Covid. Bloomberg. 23 December 2022. Available from: https://www.bnnbloomberg.ca/shanghai-port-strives-to-keep-global-trade-moving-despite-covid-1.1862920 Shanghai, the world’s biggest container port, is isolating the shipment of international goods to prevent disruptions to global exports as a Covid wave sweeps across China.

US Responds to Attacks on Ukrainian Grain Ports with More Sanctions. Maritime Executive. 23 December 2022. Available from: https://maritime-executive.com/article/us-responds-to-attacks-on-ukrainian-grain-ports-with-more-sanctions The United States continues its efforts to sanction organizations that support Russia’s war on Ukraine with the latest efforts focusing on the naval and military operations that attacked Ukraine’s ports and civilian infrastructure including the power grid.


REGULATIONS

Shipping’s urgent need for Paris-aligned regulation. Global Maritime Forum. 1 December 2022. Available from: https://www.globalmaritimeforum.org/news/shippings-urgent-need-for-paris-aligned-regulation This Insight Brief summarizes discussions from the Global Maritime Forum’s Annual Summit around the policy imperative to decarbonize shipping in line with the Paris Agreement’s 1.5 degree temperature goal, in the context of the momentum for policy action that has emerged over the past years. Insight Brief

The CII conundrum – will it sink or swim? Watson Farley & Williams LLP. 5 December 2022. Available from: https://www.wfw.com/articles/the-cii-conundrum-will-it-sink-or-swim/ In the race to charter ships with the highest carbon performance rating, the new CII requirements will impact not only ship owners and charterers, forcing them to rethink their contracts, business priorities and chartering practices, but also, albeit indirectly, their customers and financiers.


The EU Emission Trading System - are you ready? Louis Shepherd. *Gard.* 7 December 2022. Available from: [https://www.gard.no/web/articles?documentId=34594894](https://www.gard.no/web/articles?documentId=34594894) There has been increasing interest in expanding existing domestic emission trading schemes to also cover international shipping.

**Oldendorff: CII is not the answer.** *Dry Cargo International.* 8 December 2022. Available from: [https://www.drycargomag.com/oldendorff-cii-is-not-the-answer](https://www.drycargomag.com/oldendorff-cii-is-not-the-answer) IMO’s new Carbon Intensity Indicator (CII) regulations (MARPOL Annex VI, Regulation 28) will not help the environment and may in many cases actually lead to higher rather than lower emissions.

**Major drawbacks in CII charterparty clause highlighted by law firms.** David Osler. *Lloyd’s List.* 8 December 2022. Available from: [https://lloydslist.maritimeintelligence.informa.com/LL1143294](https://lloydslist.maritimeintelligence.informa.com/LL1143294) Major potential drawbacks are apparent in BIMCO’S Carbon Intensity Indicator charterparty clause, and it remains unclear how effective it will prove in practice, according to analyses produced by two leading shipping law firms.


**Stolt: CII regulations pose challenges for chemical tanker segment.** Maren Schroeder. *Tanker Shipping & Trade.* 14 December 2022. Available from: [https://www.rivieramm.com/opinion/opinion/the-challenges-of-cii-are-the-new-imo-regulations-fit-for-purpose-74249](https://www.rivieramm.com/opinion/opinion/the-challenges-of-cii-are-the-new-imo-regulations-fit-for-purpose-74249) CII is causing headaches for the chemical tanker segment and may prove counter-productive when it comes to reducing carbon emissions, according to experts from Stolt Tankers.


**Regulation: 2023 will be an agenda-setting year for shipping.** Richard Meade and Rob Willmington. *Lloyd’s List.* 20 December 2022. Available from: [https://lloydslist.maritimeintelligence.informa.com/LL1143372/](https://lloydslist.maritimeintelligence.informa.com/LL1143372/) Regulatory uncertainty was surpassed only by the looming prospect of a global recession in this year’s Lloyd’s List poll of risks shaping shipping strategy.
Supply tightness in the global tanker market will likely be exacerbated in 2023 as new environmental regulations incentivize slow steaming and increased demolitions of older, less-efficient vessels by shipowners.

Podcast: Did the IMO 2020 sulphur cap make shipping's carbon footprint worse? Eric Priante Martin. TradeWinds. 30 December 2022. Available from:
The International Maritime Organization was gearing up to place a strict cap on the content of sulphur oxides in shipping fuel, ratcheting it down to just 0.5%, from a previous limit of 3.5%.

Many dry bulk shipowners will have to slow steam their fleets for their vessels to achieve a passing rating in the IMO Carbon Intensity Indicator (CII) regulation that takes effect on 1 January 2023, potentially disrupting a dry bulk shipping segment hampered by geopolitical turmoil and a sagging global economy.

While we respect the IMO and will fully comply with the CII regulations, we see the next 2-3 years as a learning curve.

SALVAGE

Who should be liable for shipwrecks? Daniel Wood. Insurance Business Australia.
“I am involved in almost every legal problem you can think of that’s connected to a ship,” said Michelle Taylor.

SEAFARERS

The welfare and needs of Filipino seafarers, such as up-to-date training and certification, must be prioritized by the government if they are to be at par with the rest of the world.

6 foreign sailors witnessed an alleged environmental crime. They’ve been stuck in San Diego since May. Alex Riggins. San Diego Union Tribune (US). 3 December 2022. Available from:
On the last day of May, the cargo ship MV Donald sailed into port in San Diego and was welcomed by Coast Guard officials who boarded it to investigate an alleged environmental crime involving the dumping of oil into the sea.
Two South Korean sailors abducted by unidentified pirates near the Gulf of Guinea nine days ago arrived at Ivory Coast’s main port of Abidjan on early Saturday, all in good health, the Foreign Ministry said.

Georgia will adopt a new law on labour of sailor professionals to improve conditions of Georgian seafarers sailing under the flags of other countries and secure additional social guarantees for them, Economy Minister Levan Davitashvili announced on Monday.

Kenya’s seafarers seek state support to work abroad. Kenya News Agency (KNA). 8 December 2022. Available from: https://www.kenyanews.go.ke/seafarers-seek-financial-support-to-work-abroad/ The Seafarers Union of Kenya has appealed to the government to support thousands of seafarers who are to be employed in global shipping lines, but are unable to prepare for the journey due to financial constraint.

Seafarers with a valid STCW certificate issued by Ukraine and who intends to work onboard a Canadian flagged vessel as a Master or an officer can apply for a Canadian endorsement.

Amendment 2 clarifies the provisions within the notice for shipowners and adds a section on qualifications for seafarers holding Russian certificates of competency.

Cruise demand for crew is high but supply is low. Manila Times. 14 December 2022. Available from: https://www.manilatimes.net/2022/12/14/business/maritime/cruise-demand-for-crew-is-high-but-supply-is-low/1870205
The Philippines has more than enough pool of qualified crew for international cruise ships, but only a few are willing to return to sea, said Katherine Avelino, executive director of Business Development, Shipping, and senior vice president for Cruise Operations at Philippine Transmarine Carriers Inc.

A seafarer was travelling from abroad to join his ship in Port Suez, Egypt when he was detained by the local coast guard for illegally carrying a drone in his luggage.

Yesterday, global leaders from organisations representing seafarers, shipowners and other maritime employers, met with His Excellency President Ferdinand ‘Bongbong’ Marcos Jr, as part of his foreign policy tour in Brussels.

Captain Stephen Gudgeon remembers the impact of a special gesture from those ashore on crew at Christmas and how he had an unexpected opportunity to thank one of the people behind it.


In the meantime, the Australian Maritime Safety Authority (AMSA) and the ITF are working with the Admiralty Marshall to support the crew after the ship’s owner failed to pay their wages or meet its obligations under international maritime law.


One of the key recommendations of the SIM Project is to install a voluntary Social Ambassador on board every vessel to help engage crew in social activities.


Guidelines on how to deal with seafarer abandonment have been adopted by a joint International Labour Organization (ILO)/International Maritime Organization (IMO) Tripartite Working Group.


One of the fundamental needs of seafarers and shipping has always been protection from lawless action by pirates, belligerents and rogue states.


The Philippines has requested for technology transfer and capacity-building at the recent International Maritime Organization meeting in London to prepare Filipino seafarers for shipping’s transition to zero-carbon by 2050.


In a rather odd set of circumstances, the United States has six foreign seafarers living in San Diego unable to go home because they as material witnesses in a maritime pollution case.


Legislation protecting seafarers and US Merchant Marine Academy cadets has been cleared by Congress under the annual National Defence Authorisation Act.


It isn’t unusual for seafarers to be away from their families for Christmas and other festivals.

**SEARCH & RESCUE**

**Tanker Crew Rescues Overdue Sailors Off Delaware.** Mike Schuler. *gCaptain.* 13 December 2022. Available from: https://gcaptain.com/tanker-crew-rescues-overdue-sailors-off-delaware/ The U.S. Coast Guard is reporting the rescue of two sailors aboard the sailboat *Atrevida II* following an extensive search covering more than 21,000 miles of ocean involving multiple search and rescue assets.


**Thai navy hunts for 31 missing sailors after warship sinks.** *Straits Times.* 20 December 2022. Available from: https://www.straitstimes.com/asia/se-asia/thai-navy-hunts-for-33-missing-marines-after-warship-sinks Thai military frigates and helicopters were on Monday searching for 31 sailors after a naval vessel sank, with dozens of others having been hauled from choppy waters.

**Thai navy ship sinking: Rescuers find bodies of six sailors.** Frances Mao. *BBC News.* 20 December 2022. Available from: https://www.bbc.co.uk/news/world-asia-64035391 Rescuers have recovered the bodies of six crew members from a Thai warship that sank off the country’s south-east coast, the navy has said.

**247 Greek-owned shipping companies and their 1,976 vessels honoured for rescuing ships in distress.** *Cyprus Shipping News.* 20 December 2022. Available from: https://cyprusshippingnews.com/2022/12/20/247-greek-owned-shipping-companies-and-their-1976-vessels-honoured-for-rescuing-ships-in-distress/ Hundreds of Greek shipping companies were recognized for their participation at the AMVER program last year, during the 30th anniversary of the Greek AMVER Awards Gala Dinner, which took place last night at the Athenaeum Intercontinental Hotel.

UNHCR welcomes Indonesia’s act of humanity, saving desperate human lives adrift at sea. United Nations High Commissioner for Refugees (UNHCR). 27 December 2022. Available from: https://www.unhcr.org/news/press/2022/12/63aab4294. UNHCR, the UN Refugee Agency, is relieved to see more than 200 desperate people being brought ashore to safety, in north-west Indonesia over the past few days.

SHIP RECYCLING

Ship Recycling: Bleak end of the Year Ahead. Hellenic Shipping News. 7 December 2022. Available from: https://www.hellenicshippingnews.com/ship-recycling-bleak-end-of-the-year-ahead/ The ship recycling market seems to be rudderless as we head into the end of the year, with few and far apart deals taking place.


SHIPBUILDING & SHIPREPAIR

French oil giant TotalEnergies joins ammonia-powered tanker project. Jonathan Saul. Reuters. 2 December 2022. Available from: https://www.reuters.com/business/energy/french-oil-giant-totalenergies-joins-ammonia-powered-tanker-project-2022-12-02/ France’s TotalEnergies said it has joined a shipping project building test tankers which can be powered by ammonia, part of moves to speed up maritime industry decarbonisation.

SHIPPING


Why the pandemic was a watershed for shipping. Richard Clayton. Lloyd’s List. 26 November 2022. Available from: https://lloydslist.maritimeintelligence.informa.com/LL1143204/ Not only for changing the perception of the world to seafarers — and seafarers’ own perception of their role in the supply chain — but also because it brought about a reassessment of the way we work and who we work with.

Can the cruise industry exist in a net-zero world? Matt Face. edie. 30 November 2022. Available from: https://www.edie.net/can-the-cruise-industry-exist-in-a-net-zero-world/ MSC Cruises has set a net-zero target for 2050, but as the company’s sustainability director Linden Coppell explains, the industry has to examine every single opportunity if it is to decarbonise while serving its guests and customers.
Temporary restriction on deadweight of vessels for grain initiative imposed in Ukraine - deputy infrastructure minister. Interfax-Ukraine. 30 November 2022. Available from: https://interfax.com/newsroom/top-stories/85551/ A temporary restriction has been introduced on the deadweight of new vessels that can participate in the grain initiative: from 15,000 tonnes and above for dry cargo carriers and from 6,000 tonnes and above for bulk vessels for vegetable oil, Ukrainian Deputy Infrastructure Minister Yury Vaskov said.


The climate upside to the downturn in container shipping rates: Maguire. Gavin Maguire. Reuters. 1 December 2022. Available from: https://reut.rs/3KiPe5R Global container shipping rates are a widely used gauge of overall consumer sentiment, with high and rising costs indicating strong demand for goods, gadgets and clothes, while falling rates attest to slowing or falling buyer interest.


Maersk explains Tradelens shutdown: Central players won’t share “necessary data”. Dag Holmstad. ShippingWatch. 1 December 2022. Available from: https://shippingwatch.com/carriers/Container/article14644675.ece Danish shipping major Maersk has confirmed that lack of trust is the main reason why the company has pulled the plug on prestige project Tradelens, which aimed to digitalize the container industry.

Lloyd’s List annual Top 100 finds shipping struggling with transition. Linton Nightingale. Lloyd’s List. 1 December 2022. Available from: https://lloydslist.maritimeintelligence.informa.com/LL1143209/ The headline challenges of decarbonisation and digitalisation require collective action and a shipping industry that is working collaboratively as part of an integrated global value chain.

A new report identifies best practices to encourage women into a rewarding and safe career in shipping, combating the “outdated” image of the industry. Hellenic Shipping News. 1 December 2022. Available from: https://bit.ly/3kcGcN8 The shipping sector is working on attracting women and younger talent while trying to combat the stigma associated with a working industry often referred to as “outdated” and “old-fashion”.

Ocean carriers grapple with mega-profit math complications. Chuck Chiang. Business in Vancouver (Canada). 2 December 2022. Available from: https://biv.com/article/2022/12/ocean-carriers-grapple-mega-profit-math-complications While many industries have suffered under the weight of the COVID-19 pandemic during the past three years, the shipping sector was not one of them.
The Lloyd’s List Podcast: The challenges shaping shipping according to MSC chief Søren Toft. Lloyd’s List. 2 December 2022. Available from: https://lloydslist.maritimeintelligence.informa.com/LL1143228/ This week’s edition of the podcast features a very special guest; Søren Toft, chief executive of Mediterranean Shipping Co, the world’s largest container line operator, talks to Lloyd’s List editor Richard Meade about the challenges facing shipping and where he sees the industry heading.


25,000 tons of Ukraine grain reach east Africa amid drought. Reuters. 5 December 2022. Available from: https://apnews.com/article/europe-africa-united-nations-kenya-djibouti-98744e73387678d791d20ecaa5237324 The first shipment of grain as part of Ukraine’s own initiative to supply countries in need arrived in Djibouti Monday for delivery to neighbouring Ethiopia amid the region’s worst drought in decades.


The Russian oil price cap — a shipping industry users’ guide. Michelle Wiese Bockmann. Lloyd’s List. 5 December 2022. Available from: https://lloydslist.maritimeintelligence.informa.com/LL1143250/ About two thirds of Russian crude is already selling at nearly $11 below the oil price cap, with Urals crude shipped from the Baltic port of Primorsk priced at $49.21 per barrel, and from Novorossysk at $51.21 per barrel according to the latest Argus Media price assessment for December 2.


Bosphorus tanker transits dry up amid insurance bust-up. Seatrade Maritime News. 6 December 2022. Available from: https://www.seatrade-maritime.com/tankers/bosphorus-tanker-transits-dry-up-amid-insurance-bust Legitimate exports of Russian crude through the Bosphorus almost ceased yesterday as a request by Turkish authorities for proof of P&I cover on transiting tankers was turned down by major P&I Clubs which are members of the International Group.
Shipping must accelerate its decarbonisation efforts – and now it has the opportunity to do so. Christiaan De Beukelaer. *The Conversation*. 6 December 2022. Available from: [https://theconversation.com/shipping-must-accelerate-its-decarbonisation-efforts-and-now-it-has-the-opportunity-to-do-so-195222](https://theconversation.com/shipping-must-accelerate-its-decarbonisation-efforts-and-now-it-has-the-opportunity-to-do-so-195222) Member states of the International Maritime Organisation (IMO), the UN agency that regulates international maritime affairs, are meeting on December 5-16 to discuss how to accelerate the industry’s climate mitigation efforts.


Delayed shipments from China once again pressuring supply chains. Dag Holmstad. *ShippingWatch*. 8 December 2022. Available from: [https://shippingwatch.com/carriers/Container/article14673588.ece](https://shippingwatch.com/carriers/Container/article14673588.ece) Shipments from China to the US and global market are seeing longer delivery times, which once again mount pressure on global supply chains, show new figures from the Federal Reserve Bank of New York, having provided the so-called Global Supply Chain Pressure Index (GSCPI) since 1997.

Open Letter to EU Parliament, Commission and Council


Korea’s Green Shipping Pathways: The Korean Shipping Landscape and Policy Recommendations for Ocean-Climate Leadership in Shipping


WISTA International – Over 100 women speakers have joined the IMO and WISTA International Speakers Bureau in the first month since the launch. All About Shipping. 13 December 2022. Available from: https://bit.ly/41dzQhd. By creating the Speakers Bureau, the two organizations hope to end the tradition of all-male speaking panels.
Shipping is a high-carbon-emitting industry whose green transition is critical to limiting global warming in line with the Paris Agreement (less than 1.5ºC/2.7º F) by 2050.

That was the headline conclusion from this year’s Lloyd’s List Outlook Forum where industry leaders offered their views on the forces shaping shipping.

Developing countries in Asia have high stakes for an ambitious climate target in shipping because the region supplies the most number of seafarers in the world.

This report reviews the effectiveness of carbon pricing, how it might be applied to the shipping sector and with what effects.

While concrete progress towards global targets was slight (apart from a last-minute agreement to plan a ‘loss and damage fund’ for climate-vulnerable countries), a series of pledges and projects revealed that shipping’s decarbonisation underpins wider ambitions.

Shipping companies could pursue short-term green transition more fiercely, says Claus Graugaard of Maersk Mc-Kinney Møller Center for Zero Carbon Shipping.

The Federal Maritime Commission is asking the top 20 shipping lines calling the United States to provide information on how they are complying with the new prohibitions on retaliation established by the Ocean Shipping Reform Act of 2022 (OSRA).

Climate change and its deadly consequences from drought, rising sea levels, and the increased frequency of extreme weather events and changing precipitation patterns are well known to the grain industry.

The 79th session of the IMO Marine Environment Protection Committee (MEPC 79) adopted in the evening of 15 December 2022 the Mediterranean Sea Emission Control Area for Sulphur Oxides and Particulate Matter (Med SOx ECA), with effect from 1 May 2025, to further limit air pollution from ships, pursuant to Annex VI to MARPOL.

Poseidon Principles must show that virtue signalling can have teeth. Lloyd’s List. 16 December 2022. Available from: https://lloydslist.maritimeintelligence.informa.com/LL1143378/

As the recent annual disclosure report establishes, shipping is currently struggling to meet existing lacklustre IMO ambitions on greenhouse gas reduction.


A new mandatory report card for carbon emissions by ships of greater than 5,000 gross tons has huge implications for the commercial maritime industry.


On 15 December 2022 the 79th session of the IMO Marine Environment Protection Committee (MEPC 79) adopted the Mediterranean Sea Emission Control Area for Sulphur Oxides and Particulate Matter (Med SOx ECA), with effect from 1 May 2025, to further limit air pollution from ships, pursuant to Annex VI to MARPOL.


UK Chamber of Shipping: UK remains an attractive and competitive place for shipping. Safety4Sea. 16 December 2022. Available from: https://safety4sea.com/cm-uk-chamber-of-shipping-uk-remains-an-attractive-and-competitive-place-for-shipping/ In an exclusive interview to SAFETY4SEA, Sarah Treseder, CEO, UK Chamber of Shipping, highlights the need to ensure clear pathways to decarbonisation, invest in research and development for new fuels and technologies and upskill workforce to get ready for this green transition.


EU agrees: Shipping will have to pay for pollution in Europe. Niklas Krigslund. ShippingWatch. 19 December 2022. Available from: https://shippingwatch.com/regulation/article14737208.ece Going forward, carriers will have to pay for CO2 emitted in Europe.

Int’l Inuit org, small island states call for increased action on shipping impacts. Radio Canada International (RCI). 19 December 2022. Available from: https://bit.ly/3YO8gW4 The Inuit Circumpolar Council and the Small Island Developing States (SIDS) are calling for the IMO’s greenhouse gas reduction targets to fall in line with the goal of the Paris climate agreement of 1.5 degrees C and for more concrete action to be taken on reducing black carbon emissions.

Roadmap to decarbonize the shipping sector: Technology development, consistent policies and investment in research, development and innovation. Estela Morante. United Nations Conference on Trade and Development (UNCTAD). 19 December 2022. Available from: https://unctad.org/news/transport-newsletter-article-no-99-fourth-quarter-2022 The maritime sector presently accounts for about 2.8% of all global greenhouse gases (GHG) emissions, mainly due to its rapid growth, its dependence on carbon-intensive bunkers, and the sheer size of its business (more than 80% of the world merchandise trade by volume is transported by sea).

Industry welcomes ETS quotas: “We have been waiting for this moment for four years”. Idha Toft Valeur. ShippingWatch. 20 December 2022. Available from: https://shippingwatch.com/regulation/article14741095.ece The EU resolve to absorb global shipping into the Emissions Trading System (ETS) is a good thing overall, but the result could have been even better.


Marine Log’s Top Women in Maritime in 2022: The full interview. Heather Ervin. MARINE LOG. 20 December 2022. Available from: https://www.marinelog.com/inland-coastal/inland/marine-logs-top-women-in-maritime-in-2022-the-full-interview/ As the maritime industry continues to increase diversity and bring more women into its ranks, we wrap up 2022 for the third year in a row by bringing to you our list of Top Women in Maritime.

BIMCO CII Clause for Time Charters – The dust begins to settle. Nick Austin, Mike Adamson and Laura Hyne. Reed Smith LLP. 20 December 2022. Available from: https://www.shiplawlog.com/2022/12/20/bimco-cii-clause-for-time-charters-the-dust-begins-to-settle/ Just as there is no easy route to decarbonisation, there is no straightforward way of balancing a shipowner’s obligation to comply with the MARPOL Carbon Intensity Indicator (“CII”) Regulations with a time charterer’s right to direct the employment of a vessel.
**BIMCO continues to seek feedback on CII clause and explain regulatory complexities.**


**Shipping’s oil era is coming to an end.**

David Fickling. *Deccan Herald (India)*. 21 December 2022. Available from: https://www.deccanherald.com/opinion/shipping-oil-era-is-coming-to-an-end-1173682.html The 50,000 ships ploughing the high seas consume more than five million barrels every day, not much less than all the aircraft in the sky.

**Shipping majors lash out at Bimco following climate responsibility dispute.**

Dag Holmstad. *ShippingWatch*. 21 December 2022. Available from: https://shippingwatch.com/regulation/article14745195.ece The three by far largest container carriers in the world, MSC, Maersk and CMA CGM, are issuing an unusually harsh criticism at Bimco on account of a dispute over who’s to bear legal responsibility for a new climate regulation to hit global shipping from the turn of the year.

**Racing against time.**

Carlos Salinas. *Manila Times*. 21 December 2022. Available from: https://www.manilatimes.net/2022/12/21/business/maritime/racing-against-time/1871072 There is something about approaching the end of the year that heightens our concern for the future, but more intensely now that that future is being threatened by the climate crisis.

**Maritime’s cultural transformation demands leadership focus.**

Richard Clayton. *Lloyd’s List*. 21 December 2022. Available from: https://lloydslist.maritimeintelligence.informa.com/LL1143413/ Alongside decarbonisation and digitalisation, shipping closes out the year trying to get to grips with ESG (environmental, social, and corporate governance) and DEI (diversity, equity, inclusion in the workplace) expectations.

**The Lloyd’s List Podcast: Top 10 for 2022.**


**Welcome 2023: Industry’s wishes for a sustainable shipping.**

*Safety4Sea*. 23 December 2022. Available from: https://safety4sea.com/cm-industry-voices-wishes-for-a-sustainable-shipping/ The prime goal for IMO in 2023 is to achieve the adoption of the revised IMO Strategy on Reduction of Greenhouse Gas Emissions from Shipping raising our level of ambition, showcasing IMO’s determined maritime decarbonization commitment and providing a framework to ensure we leave no one behind.

**Ship Insurers’ Exodus From Russia-Ukraine Trades Gathering Pace.**


P&I clubs pull war risk cover as reinsurers retreat from Russia risk. Megawati Wijaya and Richard Meade. Lloyd’s List. 28 December 2022. Available from: https://lloydslist.maritimeintelligence.informa.com/LL1143438/ Reinsurers have given notice to P&I Clubs that Russian exclusions will apply from January 1, 2023, forcing all major Clubs to cancel fixed premium war risk cover.


Dark fleet tankers now comprise 34% of larger ships calling at key Russia oil export ports. Michelle Wiese Bockmann. Lloyd’s List. 30 December 2022. Available from: https://lloydslist.maritimeintelligence.informa.com/LL1143449 Some 34% of aframax or suezmax tankers that called at key Russian Baltic and Black sea export oil ports since sanctions were extended on December 5 were either anonymously owned or previously deployed in Venezuelan or Iranian oil trades.

RESEARCH


Pratson LF. Assessing impacts to maritime shipping from marine chokepoint closures. *Communications in Transportation Research*. 21 December 2022. Available from: [https://www.sciencedirect.com/science/article/pii/S2772424722000336?via%3Dihub](https://www.sciencedirect.com/science/article/pii/S2772424722000336?via%3Dihub) Global supply chain disruptions caused by the six-day blockage of the Suez Canal in March 2021 and the reduction in shipping through the Bosporus Strait since the onset of the Ukraine War in February 2022 are recent demonstrations of the critical importance of marine chokepoints to international trade and thus global economic security.

To subscribe or unsubscribe, send an email with your contact details to: maritimeknowledgecentre@imo.org

**About the front cover**

The CAB front cover is a photograph of the international memorial to the world’s seafarers, past, present and future which graces the entrance to IMO Headquarters in London. The memorial, a seven-metre high, ten-tonne bronze representation of the bow of a cargo ship with a lone seafarer on the deck, is the work of internationally renowned British sculptor Michael Sandle.